

Silver Line BRT
Grand Rapids, Michigan
Project Development
(Rating Assigned November 2011)

Summary Description	
Proposed Project:	Bus Rapid Transit 9.6 Miles, 18 Stations
Total Capital Cost (\$YOE):	\$35.29 Million (includes \$1.0 million in finance charges)
Section 5309 Small Starts Share (\$YOE):	\$28.22 Million (80.0%)
Annual Forecast Year Operating Cost:	\$1.56 Million
Opening Year Ridership Forecast (2014):	7,200 Average Weekday Trips 1,300 Daily New Trips
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Interurban Transit Partnership (ITP) is proposing to implement a bus rapid transit (BRT) line along Division Avenue from the Grand Rapids central business district (CBD) to 60th Street/Division Avenue. The project includes real-time passenger information at stations, traffic signal priority, off-board fare collection, and the purchase of ten, low-floor, hybrid-fueled buses. The proposed service would operate with 10-minute headways during peak periods and 15-minute headways during off-peak periods.

Project Purpose: Current auto travel times for US 131, which parallels Division Avenue, are unstable. High levels of congestion toward the CBD are recurring and exacerbated by breakdowns, accidents, weather incidents, or construction. ITP's existing local bus route on Division Avenue is the busiest non-university route in the system. Overall, the BRT line would improve transit travel times and reliability during peak periods for both existing and new transit riders traveling from residential areas along Division Avenue to major employment and educational venues in the CBD.

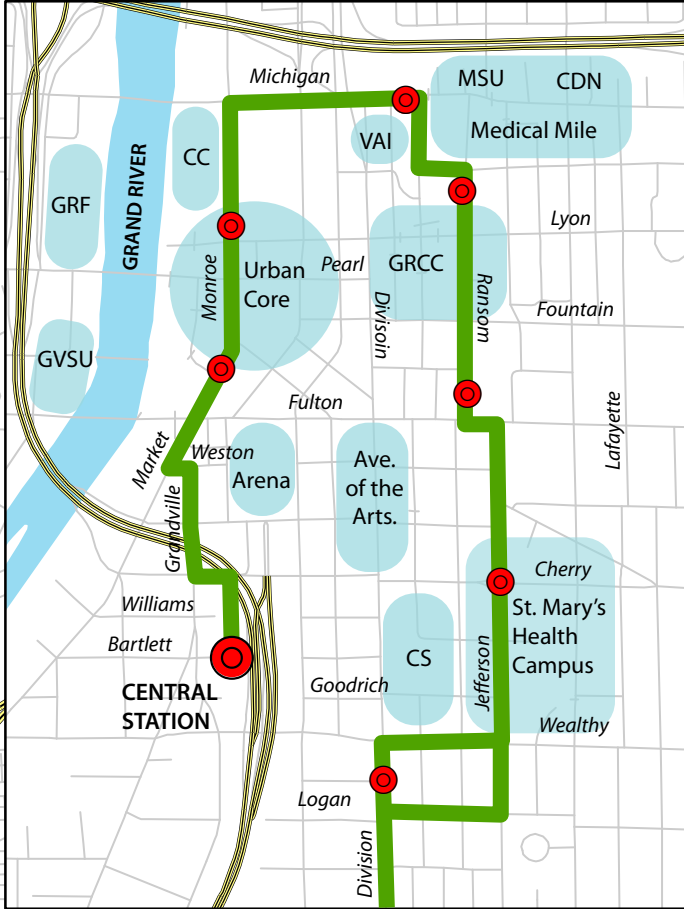
Project Development History, Status and Next Steps: In January 2007, ITP completed an alternatives analysis. BRT was selected as the locally preferred alternative (LPA). The LPA was included in the region's financially-constrained long-range transportation plan in April 2007. FTA approved the project into project development as a Very Small Start in December 2007. An Environmental Assessment was completed in January 2011. In May 2011, local voters approved a referendum to increase an existing property millage to fund the BRT line's estimated operating costs. FTA issued a Finding of No Significant Impact in July 2011. ITP anticipates receipt of a Project Construction Grant Agreement by mid 2012, and the starts of revenue operation in 2014.

Significant Changes Since Last Evaluation (November 2010): The capital cost estimate decreased from \$37.0 million to \$35.2 million because the ITP consolidated two planned BRT stations on the "Medical Mile" segment of the alignment into one station on Michigan Avenue, which also resulted in a decrease in the project's estimated operating costs. The ITP is currently updating the project's budget to reflect more detail engineering being undertaken. An updated budget is anticipated in early 2012.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$28.23	80.0%
State: Comprehensive Transportation Fund Appropriation	\$7.05	20.0%
Total:	\$35.29	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

INSET - CENTRAL BUSINESS DISTRICT (CBD)

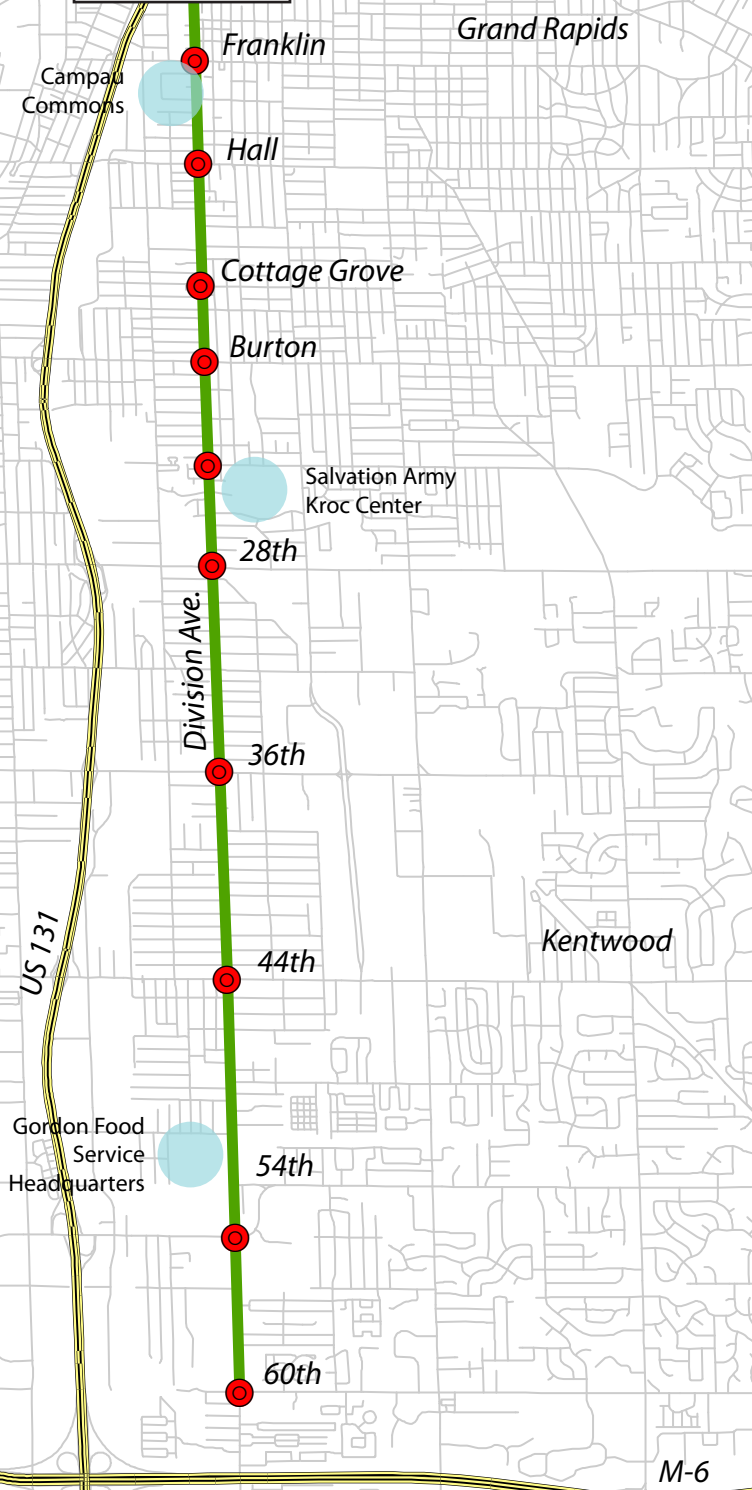


- CC - DeVos Place Convention Center and Performance Hall
- CDN - Cook-DeVos School of Nursing
- CS - Cathedral Square (Catholic Diocese Headquarters and High School)
- GRCC - Grand Rapids Community College
- GRF - Gerald R. Ford Presidential Library and Museum
- GVSU - Grand Valley State University
- MSU - Michigan State University
- VAI - Van Andel Research Institute

SEE INSET

BUS RAPID TRANSIT CORRIDOR

- BRT Stations
- BRT Alignment



Byron Township

Gaines Township